



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**REPORT TO CABINET MEMBER FOR HIGHWAYS, ASSETS AND
TRANSPORT**

17 January 2023

Report of the Executive Director - Place

**A632 Walton Road, Chesterfield- Petition Requesting the Installation of
Various Speed Reducing Measures and a Weight Limit
(Cabinet Member for Highways, Assets and Transport)**

1. Divisions Affected

1.1 Walton and West, and Boythorpe and Brampton South.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To consider the petition containing 220 signatures which reported high volumes of traffic, a high number of heavy goods vehicles, speeding motorists, poor air quality and excessive noise on the A632 Walton Road, Chesterfield, which was acknowledged by the Director – Legal and Democratic Services on 11 October 2022.

3.2 Following consideration of this report, the Cabinet Member is asked to:

- Decline the request for the introduction of a weight limit on Walton Road in Chesterfield.
- Decline the request for the installation of 30mph repeater signs on the lighting columns.

- Signposts the lead petitioner to enquire with Chesterfield Borough Council regarding the installation of Speed Indicator Devices (SIDs).
- Decline the request for the installation of an additional vehicular activated sign, speed cameras, and other traffic calming measures.

4. Information and Analysis

4.1 The petition is requesting the following measures for Walton Road:

- that a weight limit is installed to prevent use by heavy goods vehicles;
- that 30mph speed limit signs are installed on every lighting column;
- the installation of electronic real time/radar speed display signs; and
- the installation of a vehicular activated sign displaying 30mph, speed cameras and other traffic calming measures.

4.2 The A632 Walton Road in Chesterfield is an 'A' classified road forming a part of Derbyshire's strategic highway network, which connects the A632 Matlock Road/Whitecotes Lane with the A619 Chatsworth Road. At Walton Road's junction with Matlock Road, there is a signalised junction where each of the 3-approach legs contain pedestrian crossing phases. As an 'A' class designated road, it is maintained to a good standard and carries a high volume of traffic of which a significant number are heavy goods vehicles. Walton Road is subject to a 30mph speed limit with a system of street lighting.

4.3 The Council has previously installed various safety improvements including an advisory cycle lane along both sides of Walton Road which, together with a section of central hatching, has narrowed the carriageway running lanes. A Vehicle Activated Sign (VAS) has been installed on the downhill section of Walton Road, just beyond the junction with Orchards Way, which displays the message '30 SLOW DOWN'. Certain sections of Walton Road have had double yellow lines installed, especially at side road junctions.

4.4 An uncontrolled pedestrian crossing refuge has been installed between Hillside Drive and Windsor Close, which has lead-in hatch lining and an illuminated beacon pole, together with illuminated keep left bollards.

4.5 A signal-controlled toucan is present crossing pedestrians and cyclists across Walton Road below Hillside Drive, which also forms part of the new Chesterfield active travel route.

4.6 At the junction of Walton Road with Bobbin Mill Lane, there is a mini roundabout which contains splitter islands on its approach legs. Some

of the islands have pedestrian crossing facilities in the form of tactile lowered kerbing.

- 4.7 Between the Bobbin Mill Lane junction and the junction with the A619 Chatsworth Road, there is a further light controlled pedestrian puffin crossings, which crosses Walton Road in two split sections via a central refuge island
- 4.8 Speed surveys have been previously carried out at three locations, shown on the plan in Appendix 2. Originally, a Speed Survey was carried out at location number 3 during September 2001 which gave 85th percentile speeds of 33mph. The 85th percentile speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions).
- 4.9 Further speed surveys were carried out at locations numbered 1 and 2 during November 2022. The 85th percentile speed recorded at location number 1 was 31.36mph and the 85th percentile speed recorded at location number 2 was 32.38 mph.
- 4.10 As stated previously, the A632 Walton Road in Chesterfield is an 'A' classified road forming a part of Derbyshire's strategic highway network and is therefore the preferred route for use by Heavy Goods Vehicles (HGVs). As such, the Council would not install a 7.5T environmental weight limit at this location, which would undoubtedly lead to HGVs rerouting on to nearby less suitable roads in the area.
- 4.11 Roads which are restricted to 30 mph, are not permitted the use of 30mph repeater signs; these are roads where there are streetlights not more than 200 yards apart which is the case for Walton Road.
- 4.12 The Council receives many reports of vehicles travelling at excessive speeds and subsequently receives numerous requests for the installation of measures to reduce vehicle speed from across the County. In order that each request is judged in a fair and consistent manner, the Council has developed a Speed Management Plan that sets out the criteria that must be met before officers consider the installation of the various forms of speed reducing measures, such as road humps and safety cameras. For your benefit, a copy of this document has been included in Appendix 3. It should be noted that this document is currently under review. At the present time, officers are working to the recommended national Government criteria, which is three speed related killed or seriously injured collisions over around a kilometre length of highway over a period of three years in regard to the installation of safety cameras.

- 4.13 The Council's collision database shows that three reported collisions have occurred on the section of Walton Road between Matlock Road and Chatsworth Road in the last three-year period up to 31 August 2022. Three years being the standard test period used by local authorities when comparing the reported injury collision record of a road or junction. Updates to the collision database are received on a periodic basis from Derbyshire constabulary and for this reason are only current up to the 31 August 2022.
- 4.14 Collision number 1 involved a vehicle colliding with the rear of a vehicle that was queuing in stationary traffic on Walton Road near to Hillside Drive:
Severity slight – speed not mentioned as a contributory factor on the Police incident record.
- 4.15 Collision number 2 involved a vehicle turning right into Moorland View Road and colliding with a pedal cyclist travelling along Walton Road:
Severity slight – speed not mentioned as a contributory factor on the Police incident record.
- 4.16 Collision number 3 involved a vehicle emerging from Walgrove Road and colliding with a vehicle travelling along Walton Road:
Severity slight – speed not mentioned as a contributory factor on the Police incident record.
- 4.17 Based on this collision record, Walton Road does not meet the collision criteria to justify the installation of a safety camera or any other form of traffic calming.
- 4.18 Despite not meeting the Council's collision criteria required for the installation of an additional VAS, a 12-month trial is underway to test the effectiveness of interactive SIDs. The trial is a partnership between the Council and the County's Police and Crime Commissioner.
- 4.19 The signs, which are activated by an approaching vehicle, display the vehicle's speed and a reminder message to either slow down or a thank you/smiley face graphic for keeping within the speed limit. These devices aim to improve road safety by reducing vehicle speeds and raising awareness of local speed limits. Local parish, town, borough, or district councils can apply to take part in the trial by purchasing signs in line with the specification for use on the public highway. Each SID must have a data logging device, accessible by the Council to independently download information without the prior consent of the owner.

- 4.20 Devices can be installed at sites where there are local concerns about speed. It is suggested that three sites are chosen to then rotate a single sign between them for cost effectiveness. The SIDs could be provided by Chesterfield Borough Council in the case of Walton Road ([Speed indicator devices \(SIDs\) - Derbyshire County Council](#)).

5. Consultation

- 5.1 The length of Walton Road is covered by two Elected Members. Both were asked to make comments on the content of the petition and for their thoughts.
- 5.2 Councillor Ron Mihaly did not agree with the findings of the speed readings and stated that it is a fast road and "*we do not monitor all of it*". He knows what the Highway Code says about the presence of street lighting indicating that its 30mph but he feels that people do not view it as a 30mph road. He would like to see further speed data from the Police and when they are carrying out their speed monitoring. He knows what it says for Whitecotes Lane, which is another fast road. He has also noticed a significant increase in heavy goods traffic, which he suspects is because of Satellite Navigation, coming down Walton Road. He considers that the highway infrastructure is totally inappropriate for these goods vehicles, particularly near the Morrisons roundabout area. He was also concerned about the air pollution caused by the larger vehicles.
- 5.3 Councillor Paul Niblock appreciates that the petitioner will be disappointed but understands the reasoning behind the outcomes. He continues to get complaints and concerns from residents about the speed and volume of traffic on Walton Road, but these issues could relate to almost any main road in his division. He is sure that the Chesterfield Borough Councillors for Walton will assist in any funding application for speed indicator devices along the road.

6. Alternative Options Considered

- 6.1 As Walton Road does not meet the speed management protocol a suggestion would be for the petitioner to apply to Chesterfield Borough Council for the installation of Speed Indicator Devices.

7. Implications

- 7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

8.1 None identified.

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 - Location plan.

9.3 Appendix 3 - Speed Management Protocol.

10. Recommendations

That the Cabinet Member:

- a) Declines the request for the introduction of a weight limit on Walton Road in Chesterfield.
- b) Declines the request for the installation of 30mph repeater signs on the lighting columns.
- c) Signposts the lead petitioner to enquire with Chesterfield Borough Council regarding the installation of Speed Indicator Devices (SIDs).
- d) Decline the request for the installation of an additional vehicular activated sign, speed cameras, and other traffic calming measures.
- e) Informs the lead petitioner accordingly.

11. Reason for Recommendations

11.1 As Walton Road does not meet the criteria given in the speed management protocol for the installation of the requested safety improvements, the alternative measure would be for the petitioner to apply to Chesterfield Borough Council for the installation of Speed Indicator Devices.

12. Is it necessary to waive the call in period?

12.1 No.

Report Steve
Author: Dungworth

Contact Steven.Dungworth@derbyshire.gov.uk
details:

Implications

Financial

- 1.1 Chesterfield Borough Council (CBC) would be responsible for the cost of the SIDs in association with any application to them. CBC will be entirely responsible for the signs on completion of a licence agreement with the Council. A £100 fee is payable for the licence agreement to the Council's legal services team.

Legal

- 2.1 A licence under Section 115e of the Highways Act 1980 will be required between CBC and the County Council to permit the SIDs to be sited in the public highway. Details of warranty and maintenance agreements with any supplier must also be provided to the Council, along with public liability insurances to work on the public highway for erecting, moving, and repairing the signs.

Human Resources

- 3.1 None.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 Not applicable.

Corporate objectives and priorities for change

- 6.1 None.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 None.